A Publication for Employees of the Missouri Department of Transportation

Connections

April 2006

MoDOT Provides Alternate Routes for I-44

by Revee Booth

Alternate route signs will line routes along Interstate 44 in an effort to help manage work zones this construction season. MoDOT does not typically sign alternate routes to the magnitude they will be this year, but with 26 projects on Interstate 44, establishing alternate routes will be imperative to traffic management.

One of the most significant projects on I-44 will occur in Crawford County, near Cuba, where reconstruction of more than 12 miles of the westbound lanes will require head-to-head traffic. The use of alternate routes should alleviate some of the delays and congestions.

"We don't normally reroute motorists because of a work zone unless the road is closed," said Tom Honich, sign and marking engineer. "This work zone is an exception."

Work on I-44 is starting earlier than usual this year in the hopes that some construction will be completed before heavy vacation travel begins on Memorial Day weekend. In the meantime, we're trying to help travelers navigate around the work zones through the use of alternate routes.

"We experienced what could happen without alternate routes last year and quickly saw it wouldn't work," said Ed Hess, operations engineer for District 9 and head of the I-44 work zone management team. "We established a number of alternate routes during the middle of last construction season and will be using those routes again as well as some others."

The alternate route signs are exactly like the I-44 route shield that lines the interstate with one variation – above the

Continued on page 2

Construction Kick Off Emphasizes Work Zone Safety

by Revee Booth

The 2006 road construction season will be the biggest ever as MoDOT works around the clock to finish making roads smoother and safer. April 3-9 is National Work Zone Awareness Week and traditionally the start of the construction season. However, because of all the work we have planned, some projects this year got under way in March.

"We're doing everything we can to let motorists know ahead of time where they'll find construction zones and how they can avoid them or get through them safely with minimum frustration," said Don Hillis, director of System Management. "While these improvements will increase delays for now, safer roads and a smoother driving surface will be a long-term benefit."

In his State of the State Address, Gov. Matt Blunt challenged us to finish our Smooth Roads Initiative projects by the end of 2006, and we're working to deliver. The goal is to bring the most heavily traveled 2,200 miles of Missouri highways up to good condition. All these improvements mean we'll have more than 1,000 work zones statewide this year, many of them on major interstates and highways.

Mike Wright

Motorists will once again encounter a record amount of road work this construction season.

Getting the Word Out

We're making special efforts to let motorists know what's happening through billboards, radio advertisements and construction maps. A map showing construction along Interstate 44, as well as alternate routes, is already available on our Web site, *www.modot.org*. It's also being distributed all along the I-44 corridor at restaurants, gas stations and other attractions. Two other maps – one showing construction projects throughout the state and the other specific to Interstate 70 – are still in the works. When completed, they'll be posted on our Web site at www.modot.org and distributed statewide.

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Who Changes the Changeable Message Boards?

by Revee Booth

Work zone ahead . . . 10-minute delay . . . Buckle up.

Changeable message boards play a key role in managing work zones.

Have you ever wondered who controls the changeable message boards you see along Missouri's roadsides to alert motorists to approaching traffic conditions? Well, it depends on where it's located.

We contract with a company to provide communications to signs along the Interstate 44 corridor using a Web site the company set up to control the signs and change messages. The boards are handled a little differently on Interstate 70. We own the changeable message boards and place the signs on trailers in locations that aren't going to change very often. The signs are controlled through digital modems that allow us to use software to dial up the signs instead of having to go through a Web site.

"We're basically sending text messages to the signs with the message we want to display," said Tyson King, intermediate traffic engineering specialist in District 6. "It's much faster than the old process of analog voice connection."

Other signs are actually big enough that someone can walk right into them. These message boards are permanent signs and are located in the St. Louis and Kansas City areas where changeable message boards are needed constantly.

When not displaying traffic messages, we often use the boards to remind motorists to Drive Smart.

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Work Zone Safety

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A media event to kick off work zone awareness week will be held the evening of April 2 in St. Louis (this may have already happened by the time you read this). The event is designed to show we're working day and night to help motorists avoid traffic jams. Director Pete Rahn will wear a reflective night suit to drive home the point.

Work Zone Stats

According to Missouri statistics, most work zone crashes are caused by inattention, excessive speed and following too closely. Also, motorists are the ones most likely to be killed or injured in a work-zone crash – though far too many MoDOT employees and contractors have also lost their lives.

In 2004, 28 motorists died and 1,167 people were injured in work zone crashes in Missouri. In 2005, 28 MoDOT employees were injured in work zones. Between 2000 and 2005, 119 were killed and 6,267 were inured in Missouri work zones. Since 2000, 214 MoDOT employees have been injured and four MoDOT workers have been killed in work zones.

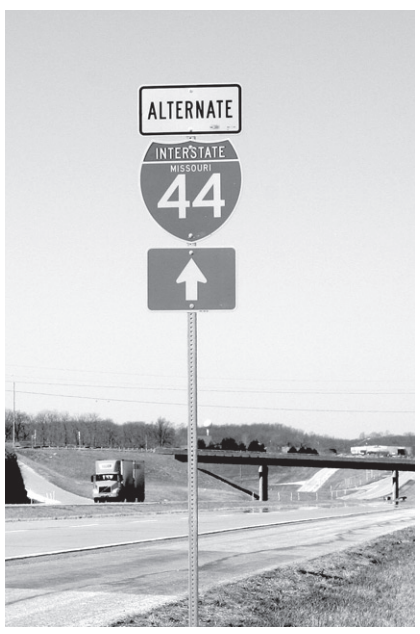
"In the grand scheme of things, a few minutes of inconvenience means years of smoother, safer driving," Hillis said. "We're doing our part to keep you moving through Missouri, but the difference is you. Drive smart and arrive alive."

I-44 Alternate Routes

Continued from page 1

shields there will be a black on white plaque that reads "alternate." New signs will be placed at junctions on Routes 50, 54, 28 and 63. The signs will be put in place as work zones are set up on I-44.

"If someone wants to go from St. Louis to the Lake of the Ozarks and wants to avoid the work in Cuba, they can take an alternate route," Honich said. "The signs will direct them."



Brandi Tune

Alternate I-44 signs on Route 60 in Cabool.

Spreading the Word About Work Zone Safety

by Revee Booth

Where's one of the best place to reach travelers with transportation messages? In their cars, of course. That's why we created radio spots that emphasize work zone safety and encourage motorists to Drive Smart and Arrive Alive.

The public service announcements, which are running on radio stations throughout Missouri, began last month and will continue through September. Additional radio spots were created to draw attention to the Interstate 44 corridor where there will be several construction projects requiring head-to-head traffic this construction season.

Four different spots feature Colonel Roger D. Stottlemyre of the Missouri State Highway Patrol, a construction inspector, a word play and a highway patrol drill sergeant named Major Rhodes. Below is one of the radio spots that will be aired.

Announcer:
There will be a lot of highway improvement projects in Missouri this year. You might say there will be "oodles" or "gobs" of them - "scads" even.

Whatever word you use…remember they're there to make your roads smoother and safer. We know they're a pain, and they could make you late, so we encourage you to leave early, buckle up and visit MoDOT.org to find the work zones along your route and plan your trip.

MoDOT wants to keep you moving through Missouri…but…the difference is you. Drive smart and arrive alive.

THE DIFFERENCE IS YOU DRIVE SMART www.MoDOT.org

ARRIVE ALIVE

Work Zone Safety: The Early Years

by Tom Gubbels

Protecting men, and later women, working alongside Missouri's highways has always been a department priority.

Early work zones had limited safety provisions.

From 1921 to 1946, the department lost, on average, five workers each year to work zone accidents. Employees in work zones were originally issued hats and badges to be worn while on duty, but safety vests were not required. The department would also set up barricades, signs and flagmen to slow down traffic through work zones, but as the highway commission pointed out, workers were ultimately responsible for their own safety:

"Men working on the highway in the midst of heavy traffic are constantly in danger of being hit by careless drivers. Flagmen are used on those routes where traffic is the heaviest, and in addition… various standard signs are provided and used while the men are working directly on the highways. This is for the protection of the workmen as well as the traffic. These signs read 'Slow,' 'Road Repairs Ahead,' 'Men Working,' and 'One Way Traffic.' These signs, together with the black and white striped barricades and red flags, and the men's good judgment and ability in dodging traffic, are their only protection."

When highway department employees were injured in work zones prior to 1946, they had no safety net to fall back on. The Missouri General Assembly created a workmen's compensation program in 1928, but the program excluded public sector employees. In addition, the highway commission was legally unable to provide any medical benefits to injured employees or death benefits to survivors of workers killed on the job. Highways workers were also excluded from federal programs created in the 1930s such as Social Security and unemployment insurance. Highway workers instead had to rely on private group insurance to protect them, and most politicians considered highway department employees as disposable and unworthy of protection.

> "These signs, together with the black and white striped barricades and red flags, and the men's good judgment and ability in dodging traffic, are their only protection."
> Highway Commission Report

Fortunately for workers exposed to hazardous conditions on Missouri's roads, the highway commission in the early 1940s began to lobby the Missouri General Assembly for new protections for its employees. During the 1943 session, the commission asked the assembly to allow highway workers to participate in workmen's compensation programs, explaining that highway work was a highly dangerous profession:

"Quite a few of the employments in the Highway Department, particularly in the Maintenance Division therof, are hazardous; and never a year goes by but that one or more, sometimes several, of the Highway Department's employees are killed in the course of keeping up the highways of the state, and many others injured, sometimes seriously."

In 1945, the Missouri General Assembly allowed the department to implement a workmen's compensation program. In response, the department in 1946 established a new division, the Department of Personnel Safety. This department ran the workmen's compensation program, attempted to recover monetary compensation from drivers who caused damage to the state's roads, and offered safety training to workers exposed to hazardous conditions. Thanks to the Department of Personnel Safety, the number of work zone accidents and lost-time injuries dropped significantly in the late 1940s.

District 3 Overlay Crew Gets A Shock

by Revee Booth

Power lines are something you don't want to mess with. Last summer, a MoDOT intern and two contractors almost found that out the hard way on a routine overlay job on Route 47 approximately three miles outside of Winfield.

A dump truck was raising its bed to dump into a paver hopper when the bed came into contact with an overhead power line and 14,000 volts of electricity. The jolt blew out the dump truck tires and caused the paver to begin arcing on the highway. One of the contractors and the MoDOT intern jumped from the paver to the ground, while the other contractor remained seated. For each, it was a smart move.

"If they had stepped off with one foot still on the paver and one on the ground, they wouldn't have been so lucky," said Kurt Kluesner, senior construction technician for District 3 who was on site at the time of the incident. "Later that day, the power company's repairman told me that he could not believe that everyone on the paver was not killed."

The contractors were required to come up with a safety plan within 24 hours to prevent future power line incidents.

District Employees Face Big Job Managing Work Zones

by Revee Booth

It will be all hands on deck this summer as district staff, under the guidance of Ed Hess and Tyson King, work to manage the many work zones occurring along Missouri's two major interstates. Hess, a District 9 operations engineer, is in charge of Interstate 44, while King, a District 6 intermediate traffic engineering specialist, is in charge of Interstate 70. Of course, they're not alone in tackling this challenge. Both have teams of dedicated MoDOT staff who will be helping them every step of the way.

Construction maps, alternate route signs, advertising and stepped up motorist assist efforts are among the tools Hess and his team from Districts 6, 7, 8, 9 and Central Office are using to manage work zones on I-44 this construction season. Although 26 construction projects are planned for the I-44 corridor this summer, Hess feels better prepared this year than last.

Ed Hess maps out a work zone strategy.

An eight-mile backup on a Sunday afternoon and a truck that ran out of gas while in head-to-head traffic are two of the problems encountered in 2005. But Hess says they learned from those challenges.

"First of all, the biggest lesson we learned is to keep permanent lane drops out of the summer tourist season," he said. "We're also working with contractors to stay out of prime travel times."

A Cuba project will require head-to-head traffic on the eastbound lanes of I-44 while more than 12 miles of westbound lanes are reconstructed. After seeing the backups and delays head-to-head traffic caused last year, the team decided to begin construction on March 1, a month earlier than the traditional start of construction.

The contract has been set up so that paving would be finished and lanes would be back open before Memorial Day. On the Cuba and Rolla projects, two lanes of traffic will be open in each direction from Memorial Day to Labor Day to minimize summer travel delays.

Research shows weekend afternoons are prime travel times for I-44. On Friday and Saturday, according to Hess, everyone is trying to get out of St. Louis; on Sunday, everyone is trying to get back in.

"If we can stay out of those areas, we'll alleviate a lot of traffic and headaches for motorists as well," Hess said.

Communication with travelers is also key.

"We're trying to utilize our media outlets better this year, especially radio," Hess said. "With radio, we can get information to people right there in their cars."

Hess and his team are also funneling information to motor carriers and have set up motorist assist for I-44.

I-70 won't be as congested as I-44 this year, but Tyson King and his team still have their work cut out for them. King manages I-70 year round for incidents but adds work zones during construction season.

Kansas City Scout and District 4 will manage I-70 work zones this year because St. Louis is managing I-44. King and his team learned from last year's efforts as well. Daily e-mails from each district on lane closures will help provide better communication to successfully manage incidents on the interstate.

Cathy Morrison

Motorist Assist is one component to managing work zones. Here, Johnny Holland, District 6, helps a motorist.

I-70 will also be using changeable message boards to manage the interstate. Controlling the messages on these boards will be easier and more efficient than ever. I-44 also uses message boards, but a company controls those boards from a Web site, while I-70 message boards will be controlled through dial-up.

"The old way we used to do it was through an analog voice connection which took longer," King said. "Now we're basically sending text messages to the signs."

EAC Marks First Year in Action

by Tammy Wallace

The Employee Advisory Council celebrated its one-year anniversary on Jan. 11 with a presentation to the Missouri Highways and Transportation Commission highlighting the ground it had covered.

Shaun Schmitz

EAC members listen to a speaker at the first meeting held in February 2005.

"It has been an exciting year, and I have seen the EAC grow and come together as a dynamic team," said Brenda Treadwell-Martin, who helped establish the council.

Although a good deal of time was spent during the first several meetings on organizational details, it was still a productive year. Director Pete Rahn and a number of department heads met with the council to establish contacts and help the group's efforts.

"Everyone has been very supportive," said EAC Chairman Deanna Venker, area engineer in District 6. "We have a good group that has worked very hard to earn the trust of those we serve."

The group has helped get computers in maintenance buildings, weighed in on how to empower employees and made recommendations about employee physicals. A recap of the issues the group has addressed can be found on the Intranet at *wwwi/intranet/eac*.

EAC members would like to extend special thanks to Micki Knudsen, Human Resources director, and her staff for keeping the EAC informed on issues and to Treadwell-Martin for her leadership and commitment to the group.

The EAC is currently working on cultural diversity, an action plan related to the employee satisfaction survey, recognition for long-term employees, enhancements to the Share Leave program and tributes to employees who have lost their lives in the line of duty. You can contact the EAC in several ways: complete a form that has been placed in your building and send it back to the EAC in the envelope provided; contact your district EAC representative via phone, e-mail or personal visit; or use the EAC e-mail address - eac@modot.mo.gov.

Diversity Conference

"Building the Bridges of Diversity" was the theme of this year's annual Diversity Conference held March 16 on the Lincoln University campus in Jefferson City. Keynote speakers were Pat Williams and Jim Wirth, University of Missouri Extension. Districts 2, 3, 8 and 9, along with Information Systems, Motor Carrier Services and Beth Ring, Risk Management director, received awards for their minority outreach and cultural diversity efforts.

What is cultural diversity?

Cultural diversity encompasses all things that make each one of us unique. Gender, age, race, religion, economic and social backgrounds, where we live, where we work, what we like to do and what we like to eat are some facets of cultural diversity.

The Employee Advisory Council will be exploring this topic in the coming months. Take a moment to consider what cultural diversity means to you, and look for monthly installments on this topic in Connections.

MoDOT Receives Rosa Parks Diversity Leadership Award

WTS (Women's Transportation Seminar) International, an organization geared toward advancing women in transportation, recently honored the department with its Rosa Parks Diversity Leadership Award. Roberta Broeker, chief financial officer, accepted the award on behalf of MoDOT.

The award recognizes organizations, companies and innovative individuals who are broadening their multicultural initiatives and changing corporate cultures and philosophies. The award honors individuals and organizations for promoting diversity, inclusiveness, and multicultural awareness.

Roberta Broeker (left) receives the Rosa Parks award from WTS chapter president Jeanne Olubogun.

In giving the award, the WTS cited MoDOT's recent promotions of women to district and state engineer positions, as well as to the position of chief financial and administrative officer. The group also highlighted the efforts of MoDOT's Office of External Civil Rights, including its DBE Program, which certifies firms owned and operated by socially and economically disadvantage individuals.

"MoDOT administrators and supervisors work hard to create an environment that is diverse and aware of the cultural differences each person brings to the work force," said Jeanne Olubogun, president of the Metropolitan St. Louis WTS Chapter, when presenting the award. "It makes MoDOT a place where we can learn about and influence transportation, but also about the cultures that make us each unique."

The award is named after Rosa Parks, the African American woman who was arrested for refusing to give up her seat on a segregated bus in Montgomery, Ala. in 1955. Her action sparked led to new public transit laws and helped launch the modern American Civil rights movement.

For more information, visit *http://wtsinternational.org*.

(see related story on page 11)

April = No MOre Trash! Bash

No MOre Trash!, Missouri's litter prevention program overseen by the Missouri departments of Transportation and Conservation, takes place this month. Join thousands of volunteers in cleaning up Missouri and working toward a litter-free state by scheduling a litter pickup during April. Last year's No MOre Trash! Bash was a success with 60,294 bags of trash collected. For more information, visit *www.nomoretrash.com*.

Take Our Children To Work Day – April 27

Mark your calendars – April 27 is Take Our Children to Work Day. This event welcomes your child, grandchild, niece, nephew, or young friend to come to work with you and observe your typical workday. It's a great opportunity for a child to see what you do and to possibly explore their own future career aspirations.

Here are some basic guidelines to follow:

- Only children between the ages of 8 to 15 should be allowed to participate, with the advance approval of employees' supervisors.
- Employees should prepare schedules, provide materials and arrange workspaces for the children with the approval and assistance of their supervisors.
- Employees must have the appropriate manager's approval before children can ride in state vehicles. Children must wear seat belts at all times in MoDOT vehicles.
- Employees will be responsible for the safety and control of their child.
- No expenditures are to be authorized for meals.
- MoDOT does not allow children to be on or near department equipment (such as lawn mowers, motorgraders, etc.) when in operation.

More details will be forthcoming on specific district and Central Office events.

April Service Anniversaries

5 Years

Tim R. Zona	D1
John L. Braden	D3
Dale A. Epperson	D3
Randy W. Grote	D3
Billie G. Noble	D3
Rolla F. Rentz	D3
Robert B. Sanders	D3
Jeff E. Stewart	D3
Steven A. Alley	D4
Steven W. Mummert	D4
Kevin D. Rhodes	D4
Sharon R. Stone	D4
Hubert L. Bradley	D5
Molly K. Schuber	D5
Leonard K. Singer	D5
William J. Snodgrass	D5
Travis L. Wies	D5
Gloria A. Bond	D6
Pamela J. Hall	D6
Jess T. Hannar	D6
Albert T. Hartwig	D6
Nancy M. Leroney	D6
Steven J. Newcomb	D6
Erik B. Price	D6
Tracy L. Times	D6
Victor Tincknell	D6
Jennifer A. Utter	D6
Linda J. Wiesinger	D6
Shelby L. Beard	D7
Richard T. Devore	D7
Gregory B. Hill	D7
Jeremy S. Pendleton	D7
John T. Smith	D7
Bradley S. Brake	D8
Tracy L. Brittain	D8
David E. Henson	D8
Debra A. Horne	D8
Amy N. Russell	D8
Jesse N. Gallagher	D9
Mark L. Reynolds	D9
Michael L. Shields	D9
John F. Allen	D10
David Q. Ellis	D10
Billy L. Johns	D10
Dustin N. Mittag	D10
William S. Sifford	D10
Harold D. Ward	D10
Alma Baldwin	CO
Manual J. Chavez	CO
Randall Hindman	CO
Frankie J. Ryan	CO

10 Years

Leslie L. Hullinger	D1
Walter F. Stapleton	D1
Daniel L. Wyatt	D2
Brenda J. Jones	D4
Jeffrey S. Wolfe	D4
Robert A. Weber	D5
Danny W. Barker	D6
Beth J. Bittick	D6
Monica E. Cheney	D6
Cynthia M. Farrar	D6
Shirley J. Reis	D6
Ronald V. Tousignant	D6
James D. Bledsoe	D8
Dallas B. Deweese	D8
Kenneth R. Evans	D8
Robin R. Ingles	D8
Teresa M. Nixon	D8
Floyd D. Peppers	D8
Christopher S. Shipley	D8
Joseph B. Watson	D8
Rodney G. Yost	D8
Kenneth D. Bland	D9
Kelly M. Martin	D9
Howard E. Mcnew	D9
Bradley J. Newberry	D9
Brian D. Wallace	D9
Terry A. Fields	D10
Brenda S. Ahlers	CO
Eric F. Meister	CO
Charles D. Zavoral	CO

15 Years

Philip L. Clevenger	D2
Jarod A. Murr	D2
Robin D. Keller	D3
Dennis G. Lambert	D3
Lyndon K. Leicher	D4
James D. Osborn	D4
Douglas O. Block	D5
John A. Dietzel	D5
Michael R. Edwards	D5
Pamela J. Garber	D5
Dion J. Knipp	D5
David H. Reinhardt	D5
Frederick R. Simpson	D5
Christopher E. Duffner	D6
Diann R. Ennis	D8
Page A. Morgan	D8
Linda Clevenger	CO
Curtis H. Rickerson	CO
Clarence K. Snyder	CO

20 Years

Steven D. Stratton	D1
Paul M. Butler	D2
James M. McCollum	D2
Dennis W. Cline	D4
William J. Sims	D4
Bradley N. Meyer	D6
Alan J. Sutton	D6
William J. Wilcox	D6
Kerry A. Banwart	D7
Tome F. Bridgewater	D7
John M. Lacey	D7
Gregg D. Robertson	D7
Stephen D. Helton	D9
Robert L. York	D10
Christopher G. Devore	CO
Denis Glascock	CO

25 Years

Thomas B. Higgins	D3
Michael R. Dawson	D4
Kenneth E. Ganey	D6
Lloyd Lockett	D6
Vicky S. Williams	CO

30 Years

Iven V. Jincks	D2
Steven P. Mundle	D3

February Retirements

Name	Location	Years of Service
Larry Abbott	D1	21
Vernon Adams	CO	37
Herbert Chalcraft	D6	24
Raymond Gorley	D4	5
Margaret Holst	D5	21
Michael Myers	D10	36
Dennis Satterfield	D6	27
Gene Walbridge	D7	21
Charles Walter	D3	16
Michael Westpfahl	D4	13
Charles Williams	D5	24
Jerome Williams	D1	29

In Memoriam

Active employees		
Tim Cowan	D6	Feb. 9
Retirees		
Frank J. Edwards	D4	Jan. 14
Chester L. Newport	D7	Feb. 5
Kenneth M. Noble	D4	Feb. 8
Warren D. Hackamack	D3	Feb. 11
Donald "Don" Basler	D10	Feb. 11
Rae M. Addington	D4	Feb. 19
Jimmy Coulter	D1	Feb. 20
Robert "Bob" D. Simmons	D5	Feb. 23
Balus Singeletry	D10	Feb. 26
Stanford Gail "SG" Scott	CO	Feb. 28

CO
Central Office

Safe Routes Are Important Part of School Safety

By Revee Booth

Thirty years ago more than 66 percent of American children walked to school regularly. Today that number has diminished to only 13 percent as parents drive their children nearly everywhere, concerned about their children's safety on neighborhood roads and streets.

Walking and biking to school will receive more focus under MoDOT's new Safe Routes to School program. The federally funded program was established to provide safer biking and walking accommodations within a two-mile vicinity of schools for children in primary and middle school (grades kindergarten though 8).

"We are working to make streets safer for pedestrians and bicyclists along school routes," said Leanna Depue, Highway Safety Director. "By establishing safer routes, the program encourages parents and their children to take advantage of the benefits of walking or biking to school."

for increasing safety around schools, such as diverting traffic and installing crosswalks, bike lanes, pedestrian bridges, underpasses and rumble humps."

Safety is the primary concern, Messenger said. Parents cite traffic as their top reason for not allowing their children to walk or bike to school. The program will work to address safety concerns within a two-mile vicinity of schools in an effort to make school routes safer.

The recently passed federal transportation bill provides federal money each year to the program based on total enrollment in elementary and middle schools. Missouri's portion will increase from an estimated $1 million in 2005 to $3.37 million per year in 2009. Seventy to 90 percent of the funding will be used for engineering and construction projects, while the remainder of the money will focus on educational programs.

Shaun Schmitz

Todd Messenger

"During this first year, we'll work to form the Safe Routes To School advisory committee, assess needs and develop a grant process," Messenger said.

Messenger has worked at MoDOT for 12 years and was most recently employed as a utilities engineer at District 5. He began his new position Jan. 16.

Todd Messenger is the new Safe Routes to School program coordinator and is housed within the Division of Highway Safety. His responsibilities include establishing an advisory board and developing and implementing the program statewide.

"Through the program we want to make bicycling and walking to school a safer and more appealing alternative," said Messenger. "There are many methods

for more info

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Lockers Aid Bike Safety

by Rachel Van Tuyl

Rain or shine, as long as weather conditions are safe for biking, Lisa Orff, a paralegal in the Chief Counsel's Office, bikes to work. However, until recently, Orff faced a number of issues concerning what to do with her bike once she arrived at the office.

Four bike lockers, which Giarratano describes as little garages for bikes, were installed at on the west side of the Central Office building in February. Orff was the first MoDOT employee to take advantage of the assigned lockers.

Cathy Morrison

Paralegal Lisa Orff stores her bicycle in one of the new lockers located at Central Office.

"It's such a security issue leaving bikes unattended," Orff said. "And it's not good for the bike to be left sitting in the elements. It can result in damage from the sun and rust issues."

Caryn Giarratano, state bicycle and pedestrian program coordinator, understood Orff's concerns. During a conversation with Director Pete Rahn about what to do to encourage bike commuting, Giarratano suggested MoDOT install bike lockers.

"Traditional wave bike racks aren't as useful," Giarratano said. "They are put in inconvenient places, you have to carry a lock and cable with you, and the bike can be damaged by the weather or vandalism."

"It brings some peace of mind," Orff said. " I really appreciate the support from MoDOT on bike issues, and I hope others take advantage of the new lockers and the health and environmental benefits of biking."

Giarratano is also pleased with MoDOT's show of support for bicyclists.

"This indicates that MoDOT has a new attitude," she said. "We are trying to accommodate non-motorized transportation. It's a step in the right direction."

MoDOT employees who would like an assigned bike locker should contact Giarratano.

About 60 fourth-graders from St. Peter's School in Jefferson City descended on the Historic Preservation Section in February to learn more about archaeology and the role it plays in Missouri's transportation system. Ron Mayer, archaeology field assistant, showed the students a prehistoric pot as part of his presentation on artifacts.

D1 Northwest

Sharing Ideas - 101

Story and photos by Elaine Justus

The intersection of Routes NN and VV in Clinton County is not unique. It is just one of hundreds (maybe thousands) of intersections along the 12,000 miles of county roads that MoDOT agreed to take over in 1952 in exchange for a small tax increase. When we "inherited" them, they were little more than cow paths that had become mud roads before becoming "rock roads." The routes are paved now, but there's no denying the fact that there was very little "engineering" involved in their original construction. MoDOT continues to do

The intersection of Route NN and Route VV in western Clinton County was the sight of a fatality crash in January.

what we can to maintain safety while still meeting the realities of our current budget constraints.

Last January, there was a fatality crash at this intersection that caused quite a stir among the locals. With the Blueprint for Safety committment to reduce fatalities on state highways, we decided to take a closer look at this intersection. The first thing we did was to pull the crash history of this intersection. In the last 20 years, there have been eight crashes, only the last one a fatality. There was even a span of nine years where no crashes were reported at all. Up until January, the intersection didn't have the criteria to warrant a significant change.

Next, we pulled nine years of customer calls from our Customer Service database. That was a very revealing piece of the puzzle because it pointed out that, until the fatality, the only calls that had ever been recorded involved replacing downed signs. Absolutely nothing about the safety of the intersection. Since January, though, several calls asking us to do "something, anything" were taken. The concensus of the people who live in this area and regularly drive these routes is that the intersection is "horribly dangerous." Because we couldn't reconcile the public perception with the reality of our facts, and with our Blueprint for Safer Roads Initiative, we decided it was time to go to the community and, together, discuss the altermatives.

Chief Engineer Kevin Keith and Technical Support Engineer Joe Jones make a formal presentation about Practical Design to a 70-person mixed group of employees, city representatives and consultants on February 23rd. To quote the handbook, "Practical Design challenges traditional standards to develop efficient solutions to solve today's project needs."

for more info

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More than 100 people came to hear what District Engineer Don Wichern had to say and to offer their own suggestions to make the intersection of Routes NN and VV safer.

After advertising in the local papers and putting posters in local gathering places, we packed up our data and took it on the road. On March 9, District Engineer Don Wichern, Assistant District Engineer Tony McGaughy, Traffic Engineer Jason Shafer, Area Engineer Erik Maninga, Maintenance Superintendent II Keith Hoover and Community Relations Manager Elaine Justus drove the 30+ miles to Gower, Mo. In the East Buchanan Elementary School gymnasium, we met with parents, educators, farmers, law enforcement officers and elected officials. More than 100 people came. We put up our displays, ran our powerpoint and discussed the pros and cons of every conceivable solution. Then we opened the floor for discussion.

We heard a collective history of that intersection that went back more than 30 years. One mother brought her quadraplegic son, who was a young boy and a passenger in her car when they were hit at that intersection. Another mother shared her story about sitting by her son's bedside for 10 days until he came out of his coma. The man who ran the stop sign and hit them died. Between the deaths, the injuries and the near misses, there was no question that the community considered this intersection to be extremely dangerous.

Discussions to correct the issue ranged from four-way stops to rumble strips to flashing lights to even completely redesigning and rebuilding the intersection. We talked about time. We talked about money. We talked about five year plans. We talked about having the seventh largest highway system in the nation and the 45th lowest per mile expenditure. We talked about fantasy, and we talked about reality. Finally, we asked them to put it in writing. We left that night with 24 comment sheets and a lot more knowledge than we came in with about that intersection and the needs of the people who drive it.

So what are we going to do? Some things we are doing immediately: improving signing and adding rumble strips. The other suggestions, mostly long-term, we'll be reviewing, and weighing carefully before we decide.

District Engineer Don Wichern had the opportunity to introduce Congressman Sam Graves when the Northwest District hosted the Congressman's visit to St. Joseph on Feb. 23 to talk about federal funds that had been earmarked for our region.

D2
North Central

New Kid On the Block

General Services has been all a buzz with the new arrival of the Etnyre Variable Hopper Chip Spreader. This 20-foot long, four-wheel drive big boy is quite an investment for the district, but the efficiency and cost savings will be well worth this major purchase.

Part of the buzz centers around the fact that this new spreader is by far the most high-tech piece of machinery in the district and is totally computer controlled. That also means the mechanics will spend eight hours in training to learn how to maintain and repair the spreader, a special operator will be trained to run the machine, and maintenance crews will make a change in their process.

The new spreader will be put to the test this summer as maintenance crews will lay approximately 20,000 tons of cinder seal on 163 miles of our high-volume minor routes throughout the district. In addition, we will use the limestone chip seal process on approximately 200 miles of our lower volume minor routes.

"We bought this chip spreader to get a more efficient means of spreading cinders and limestone chips," said Operations Engineer Travis Wombwell.

"In the past we used the limestone chip seal process on our minor routes with low and high volume traffic. However, limestone tends to create more dust than cinders and was not popular with our customers when used in heavy traffic areas. This new spreader will help us provide a nice seal to these minor routes, and the cinders will reduce the dust on minor routes with heavier traffic."

The popularity of chip and cinder sealing has increased over the last few years. It's a great preventative maintenance tool that extends the life of the pavement by sealing and rejuvenating the roadway. These seals, particularly the cinder seals, provide that new looking surface that our customers love to drive over, for a fraction of the cost of resurfacing.

Special Features

Controlled amount of material – If the operator slows down, the amount of material the spreader is placing on the roadway will also slow down, eliminating material waste.
Settings – Five settings to calibrate the weight of the material.

Teresa Hall

A brand spanking new chip spreader waiting for action. Mix with oil and cinders, and you've got yourself an improved road surface.

One-foot increment material output - With just a flip of a switch, the operator can seal a one-foot shoulder or a 20-foot roadway.
Pulling capability - Able to pull a 55,000-pound truck loaded with cinders.
Shaker option – If material becomes hung up in the hopper bags, the shaker will automatically shake loose the material, no need to do it manually.
Operator convenience – Hydrostatically driven means no clutch, and the operator's seat slides across the machine allowing operation from either the right or left side.

Everyone is anxious to see the improved results firsthand and to calculate the savings gained from this efficient piece of machinery.

The following locations have been chosen to receive cinder seals this season:

Carroll Route 10
from Carrollton to Ray County

Carroll / Saline Route 41
from Route 24 to Marshall

Chariton Route 5
from Route 24 to Glasgow

Howard Route 240
from Fayette to Route 40

Howard Route 40
from Route 5 to Boone County

Putnam Route 5
from Iowa to Unionville

Putnam / Schuyler Route 136
from Unionville to Scotland County

Macon / Randolph Route 3
from Route 36 to Route 24

Saline Route 20
from Marshall to Lafayette County

Saline Route 41
from Route 240 to Cooper County

Vickie Ray

Aaron McVicker discusses civil engineering and MoDOT career opportunities with Macon Middle School's seventh grade class.

TRAC Attack!

by Vickie Ray

While the word "attack" may be a little strong, our district's TRAC volunteers, consisting of engineers from traffic and design, have certainly made an impact in several of our district's schools this year. One of the locations where the team has been most visible is the Macon Middle School's seventh grade class.

The seventh graders are involved in a career rotation class that includes an Industrial Engineering and Technology module. Since September, TRAC volunteers Amy Crawford, Keith Killen, Erin Gruber and Aaron McVicker, a new engineering recruit, have loaded up their gear every six weeks to visit with the class two mornings in a row. The first day focuses on civil engineering careers within MoDOT, with the engineers providing samples of some of the materials used in their particular field.

The second day the students participate in a "City on the Board" exercise. This exercise allows the students to select businesses and recreational facilities they'd like to see in a city, with TRAC volunteers bringing the town to life on a marker board. Students then work in teams to design the best alignment for a road that will provide smooth traffic flow from one end of town to the other. This activity helps to illustrate some of the factors our engineers take into consideration when designing a road improvement through an urban area.

TRAC activities provide a win-win situation for both MoDOT and the students. Our volunteers present information and learning activities in a fun, interesting way, while the students gain exposure to MoDOT and its engineering opportunities. You never know, you might be working side by side with one of these youngsters in a few years!

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D3 Northeast

Watch Us Grow

By the end of 2010, the Northeast District will have gained about 70 new miles of roads. With the addition of lanes on Routes 61 and 36, and an interchange at Moscow Mills, the four laning of Route 61- or the 61 Avenue of the Saints- has been moved up thanks to Amendment 3 funding. However, it was only six years ago, high school students from Canton formed the SMART group to help the state realize the importance of completing Missouri's portion of this road that stretches from St. Louis to St. Paul, Minn Convincing area residents and MoDOT officials to make Route 36 a four-lane highway wasn't easy either. After two years of promoting a transportation development district, one voting failure, and a lot of grass-roots PR, Route 36 was put on the amended STIP, and the first section near Hannibal will be under construction by the end of this year.

36

The new Bond Bridge at Hermann is well under construction with an expected completion of 2007.The new bridge, which spans the Missouri River on Route 19, will be wider and include a bike path.

19

Human Resources Manager Cherie Brocaille helps NE District employees pick up their piece of adopted highway in front of the district office along Route 61.

Smoother...

61 Amendment 3 funding has helped moved up much needed work resurfacing on Route 61, all the way from Palmyra, through Hannibal, and to New London.

Safer...

C/61 In Moscow Mills, a new interchange is being built at Routes 61 and C. Even further down the road, the interchange at Route A in Wentzville is being widened. This is a cooperative project with the St. Louis District.

I-70 Interstate 70 is getting a few more "face-lifts" this summer, too. New lighting will be installed on the interchange at New Florence, and 4.4 miles of the eastbound lanes of Interstate 70 at Mineola Hill will be resurfaced in Montgomery County.

Sooner...

The Northeast District has successfully been able to move some projects ahead of schedule using unique methods.

Route 15 bridge replacement north of Mexico. The community wanted the bridge replaced, but the cost needed to be trimmed to add to this year's STIP. Working closely with the community, it was agreed to close the road, saving about $300,000, which allowed MoDOT to move the project forward to this summer.

Route 61/136 spur near Running Fox Elementary south of Wayland. To provide the safest work zone for motorists and for workers, MoDOT asked and received permission to close Route 61 while the new interchange is being built.

THE DIFFERENCE IS YOU
DRIVE SMART
www.MoDOT.org

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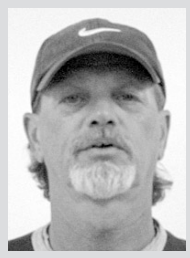
Gordon Camden, Palmyra maintenance, talks with a Monroe City resident about traffic being rerouted around town after a tornado severely damaged the downtown area. MoDOT crews assisted the Highway Patrol and city officials immediately following the storm by redirecting traffic to allow for clean up. Nearly 70 homes and businesses were destroyed in Monroe City. The salt tent located at the Troy facility, constructed in 2004, was damaged, and one employee's home was completely destroyed.

Congratulations To New Retirees

Rodger Holton from our Memphis maintenance crew has retired after 27 years of service.

Donna Drummond from general services retired after 21 years with MoDOT.

Debbie Richmond, our project development engineer, has retired after 26 years of service.



Charles Pratt of our Troy maintenance crew has retired with 29 years of service.

Maintenance crews have taken advantage of the early spring weather to get ahead on a few projects. Lambert Gruenloh of New Florence is working on a ditch liner.

Employee Health Is Serious Business

Calling some of our maintenance crew members "losers" may be a joke, but they're not joking about losing weight. They've developed their own "Biggest Loser" contest, with the "big" winner being determined after the weigh-in on Aug. 1. Good luck!

D4
KansasCityArea

Repair Projects Keep River Crossings Shipshape

by Joel Blobaum

While it doesn't qualify as an Extreme Makeover, District 4's rehabilitation project on the Interstate 435 Missouri River bridge represents the latest MoDOT effort to rehabilitate and refurbish the region's river crossings.

"Over the last 10 years, we've been working to repair and repaint our metropolitan-area river bridges on a regular basis," District Engineer Beth Wright said.

Last year's Paseo Bridge rehabilitation project closed the structure from mid-May to the Labor Day weekend. While that work probably raised bridge awareness among the general public, other regional river crossings have received their share of attention in recent years.

"We've painted the Broadway Bridge, and repainted and rehabbed the Fairfax and Platte Purchase and the old Route 291 bridge," Wright said. "We also have new river bridges open on Route 65 and Route 13. Keeping our river crossings in good repair is a major challenge for us, but it's a crucial part of our work."

Rehabilitation of the Interstate 435 bridge over the Missouri River closed the structure's right northbound lane on March 1.

The one-lane reduction is expected to continue until at least May 21, and marks the beginning of a $21 million project that will complete structural repairs and place a new driving surface on the bridge. Other lane closures in either direction will follow throughout the summer and fall, with project completion expected by the fall of 2007.

"Keeping our river crossings in good repair is a major challenge for us, but it's a crucial part of our work."
Beth Wright, district engineer

The bridge will be open to three-lane traffic in each direction for the 2006-2007 winter months.

"This is the metropolitan area's busiest river crossing, so commuters and other travelers should plan accordingly," Wright added. "As we have in the past few years, we'll try to minimize impacts to traffic by completing as much of this work as we can on weekends and at night. And while this project won't have the same impact as last year's Paseo Bridge closure, local drivers may want to consider another route for their commute."

The 34-year-old bridge accommodates approximately 100,000 vehicles (50,000 in each direction) on an average day. The project was accelerated with Amendment 3 funding.

Robert Ruffini

Containment tarps drape the southwest end of the Interstate 435 Missouri River Bridge as crews blast off lead paint Feb. 28.

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Randall Freeman

Emergency Response Operators investigate Fitch barrel damage at Interstate 435 and Route 71. Motorist Assist expanded its coverage area 3.5 miles along Interstate 470 from Raytown Road to Route 350.

D4 Blazes Innovative Paths

by Steve Porter

District 4 knows that there's special meaning to the transportation phrase, "Getting there is half the fun." By taking new routes to solve problems, the Kansas City District's engineers, designers and maintenance workers enjoy going in a different direction.

Some recent examples are the TowPLow™ and Salty Dog for snow removal, roundabouts, the diverging diamond interchange, hot in-place asphalt recycling, offset left turns and special emergency response zones in the Triangle interchange.

Jennifer Benefield

MoDOT contractor Cutler Repaving uses hot in-place asphalt recycling to repave northbound Interstate 29 at Route 92 in September 2005.

Some of these innovations are new to the world – like the TowPLow, which was invented by MoDOT employee Bob Lannert in Jefferson City and fabricated at the Oak Grove facility in District 4. The towed snowplow equipment has generated international attention and is being manufactured commercially. It was first tested in District 4. The Salty Dog, a semi-tanker that sprays brine on Missouri interstates, also was introduced first in the Kansas City district.

"These innovations save money, equipment and time," said Assistant District Engineer Chris Redline. "We have far more challenges than money in the budget or the personnel necessary to meet them, so being creative helps narrow the gap."

The diverging diamond interchange proposed for Interstate 435 and Front Street appears to be a far more cost-effective and less disruptive solution to chronic congestion at that interchange. The revolutionary design (only one has been built in the world so far, in France) has generated inquiries from as far away as Australia. The $6 million project would cost about half as much as traditional designs and could be started and completed in 2007.

Roundabouts, offset left-turn intersections and hot in-place asphalt recycling aren't new inventions, but they are solutions new to Missouri, chosen by District 4 to meet challenges that defied traditional remedies.

MoDOT's first roundabout was built on Route 45 in Parkville, and a system of four consecutive roundabouts is now complete on Route 58 in Belton. An offset left-turn intersection at Route 58 and Route 50 in Johnson County – a first for the district, but not a first in the state – demonstrates that MoDOT and its partnering communities are willing to try something different to improve safety.

A hot in-place asphalt recycling system, introduced to Missouri last summer on Interstate 29 from Platte City to the Buchanan County line, has proven to be both cost effective and faster than traditional resurfacing methods.

The special emergency response zones in the Triangle interchange stem from a federally approved pilot project that also is being tested at two other interchanges in this country. The zone signs have proven helpful to emergency crews responding to breakdowns, collisions and other incidents in the complicated interchange. Stranded motorists need only identify the nearest zone sign, which helps emergency dispatchers send help by the most direct and accessible route.

"Each of these innovations isn't a solution applicable to every challenge, but they are examples of MoDOT's willingness to be imaginative and open to new ideas," Redline said. "Keeping an open mind is one way we can provide the best value for every dollar spent."

D5 Central

Employee Featured in Safety Ad with Governor

by Holly Dentner

District 5 Striping and Signing Supervisor Patty Bates made her television debut in March when she was filmed for a public service announcement created by the Missouri State Highway Patrol. Not only did Patty appear in the announcement, but she also shared the screen with Gov. Matt Blunt, who urged drivers to obey the "Slow Down and Move Over" law. The law requires drivers to slow their vehicles and move over when safe to do so when approaching emergency vehicles working on the highway.

The public service announcement was filmed at the Jefferson City Airport on March 7. The clip featured the governor surrounded by emergency workers and their vehicles: a highway patrol officer, a Jefferson City police officer, a firefighter, an emergency medical technician, a tow truck driver and Patty.

As our crews regularly work on or near busy roads, the Highway Patrol thought featuring a MoDOT employee and vehicle in the PSA would help remind motorists to use caution when any type of vehicle-whether a maintenance truck, construction crew vehicle, or an ambulance-is on the side of the road.

"The law doesn't specifically refer to road workers," said Capt. Christian Ricks, director of public information at the Missouri Highway Patrol. "However, we wanted to include MoDOT in the public service announcement because their safety relies on drivers being attentive to their presence."

Chris Engelbrecht

From left to right: Bill Siebeneck, Broadway Wrecker; Jason Karr, Jefferson City Fire Department; Patty Bates, MoDOT District 5; Doug Ruediger, Jefferson City Police Department; Gov. Matt Blunt; Nate Brown, Missouri State Highway Patrol; and Mike Shirts, Capitol Region EMS.

Patty was selected for the PSA because she represents the diverse and talented group of employees who spend their days working on Missouri roads. She said she was happy to be a part of the PSA and had a good time filming it.

"It was a pleasure talking to the governor, and he made a point of speaking to everyone and shaking their hands," said Patty. "I asked him if he was staying busy, and he asked if I'd been staying busy too. When I said I was, he said he was glad to hear it."

Patty is eager to see the finished announcement, which begins airing sometime this month. While she's never been in a roadside accident, she has seen plenty of close calls and hopes the publicity will remind drivers to be careful.

Route 65 Meeting Draws a Crowd in Benton County

by Holly Dentner

When we want to know what the public thinks about local highway plans, we ask them. And when we asked the citizens of Benton County to help us determine the best way to widen U.S. Route 65, they showed us just how interested they were in being a part of those plans.

Kristin Gerber

Benton County residents submit their comments on the Route 65 proposal.

More than 200 people came to the first public meeting for the project, held on Feb. 22 in Lincoln. The meeting offered the public an opportunity to learn about the location study and environmental review process currently under way, and to review the possible alternatives for the new highway.

The project will widen Route 65 from two lanes to four lanes between Cole Camp and Warsaw, with construction beginning in 2009. Current traffic and future use indicate that the two-lane road could become insufficient to handle the traffic flow and could present safety issues if not addressed.

Because one alternative proposes widening the road in its current position through the town of Lincoln, the mayor and other community leaders encouraged citizens to participate.

"Most people at the hearing were enthusiastic about the proposed improvements," said Transportation Planning Manager Mike Dusenberg. "The local support and interest means we can rely on the community to help us develop the best alternative for the area."

Another public meeting will be scheduled during the summer to update the community on the project.

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Two Retire from District

Gary Thomas

Gary started working part time for MoDOT in 1960 as a construction rodman. His official full-time start date was in 1967, after he earned his engineering degree and joined District 3. He retired from his position as District 5 assistant district engineer on April 1.

Gary has worked at Districts 3, 5, 6, 8 and Central Office. He has held the positions of senior construction inspector, resident engineer, district materials engineer, assistant to the district construction engineer, field liaison engineer, engineer of contract controls and value engineering administrator.

While Gary enjoyed his work at Central Office, he preferred the district offices because they have more interaction with the public.

"At headquarters we worked on policy and planning," said Gary. "I preferred the district office, where I could be a part of the day-to-day work on the specific needs of the community."

Jerry Thoenen

Jerry worked for District 5 for 28 years, and retired from his position as local maintenance supervisor on March 1. Jerry has also held the positions of senior crew worker and crew worker. He spent his entire career at the Linn maintenance building.

While eager to enjoy his retirement, Jerry admits he'll miss the job.

"If anything, I'll miss the people," said Jerry. "They make MoDOT a great place to work."

Watch Out for Work Zones

Holly Dentner

Crews close one lane on Route 50 in Jefferson City for concrete repair. The work will prepare Route 50 for resurfacing later this spring as part of MoDOT's Smooth Roads Initiative. A record number of work zones will be active this season across the state.

D6
St. Louis Area

District 6 Begins Record Construction Season

by Christopher Sutton

Cathy Morrison

Work zones such as this one on Route 367 will be popping up all over St. Louis area highways thanks to Amendment 3 and a record construction season.

The 2006 construction season in the St. Louis metro area will be the biggest season ever!

More than 150 new projects will begin in the region in 2006, and that's great news for many roadways that will get a much-needed make over. MoDOT will award more than $500 million to contractors to complete new highway construction projects in the St. Louis region this year.

Some major projects this year include: diamond grinding, resurfacing and striping along the entire Interstate 270 loop; making repairs to more than 50 miles of Interstate 44 from the city of St. Louis to the Franklin County line; upgrading Interstate 64/Route 40 to interstate standards from Route K to Route DD in St. Charles County; and constructing a new roadway for Route 21 from Hayden Road to Route A.

District 6 has also just released the 2006 St. Louis Highway Construction Guide. The full-color map details more than 80 major construction sites in the St. Louis metro area in 2006. Although not a complete listing of all MoDOT construction projects, the map features descriptions of various projects that will affect traffic the most in the St. Louis metro area this year. The map is useful for over-the-road truck drivers, visitors planning a trip through the St. Louis metro area and daily commuters who want to learn more about roadwork in the area. Tips for driving safely through work zones are also included.

Copies of this year's 2006 St. Louis Highway Construction Guide can be picked up at the Community Relations Office or at Customer Service or by sending an e-mail to *stlcomments@modot.mo.gov.* The brochure can also be downloaded at *www.modot.org/stlouis.*

Work Progresses on Route 367

Cathy Morrison

Construction workers are forming a bridge cap that supports the girders for the Route 367 bridge over Redman Road. The project to convert Route 367 to an uninterrupted freeway from Interstate 270 to New Jamestown Road began in summer 2005. "Construction continues to go very well thanks to the public, our contractor and MoDOT employees," said North County Area Engineer Bill Schnell.

Cathy Morrison

Contractor Fred Weber, Inc. is lifting precast panels for the retaining walls between Route 367 and the one-way outer road. Crews are converting the existing two-way outer roads (Lusher and Benham) to one-way outer roads. When construction is complete, Dunn, Redman and Parker roads will run under Route 367. New Jamestown Road will go over the highway. This project will greatly relieve congestion along Route 367.

Cathy Morrison

Construction workers are bolting up structural steel for the Route 367 bridge over Parker Road. Construction work on Route 367 is expected to be complete by 2009. Total construction costs are estimated at $74 mil.

Employee Receives Scholarship Award

by Megan McEntee

Senior Traffic Specialist Debra Jarvis has received the Sharon D. Banks Memorial Undergraduate Scholarship from the St. Louis Chapter of WTS International.

The Sharon D. Banks Memorial Scholarship is awarded to women pursuing undergraduate studies in transportation or a related field. The scholarship honors Sharon D. Banks, chief executive-officer of AC Transit in Alameda-Contra Costa County, Calif. Banks led the agency in an effort to introduce cultural and organizational changes aimed at motivating the public transit work force. She was a member of the WTS Advisory Board and received the WTS San Francisco Chapter Woman and Employer of the Year awards.

Jarvis is a student in the joint engineering program offered by the University of Missouri at St. Louis and Washington University. She will graduate in May 2007 with a bachelor of science degree in civil engineering. She completed her bachelor of science degree in business management in 2005.

Jarvis has worked in the transportation industry for eight years. As a senior traffic specialist, she is responsible for working with property owners and developers who want access to MoDOT roads. She collaborates with these groups to find the best solution for the situation.

During the presentation of the award, Transportation Planning Coordinator Jeanne Olubogun commended Jarvis on her accomplishments and positive attitude. "Debra is a joyful and happy person, someone you can trust, who lives life to the fullest. She truly desires to make a difference in the world," said Olubogun. "She has so much to offer the transportation industry, and the St. Louis Metro Chapter of WTS International is honored to award her with this scholarship."

Jamie Rana

Jeanne Olubogun presents Debra Jarvis with the Scholarship Award.

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D7 Southwest

History Repeats Itself at Start of 2006 Tornado Season

by Wendy Brunner-Lewis

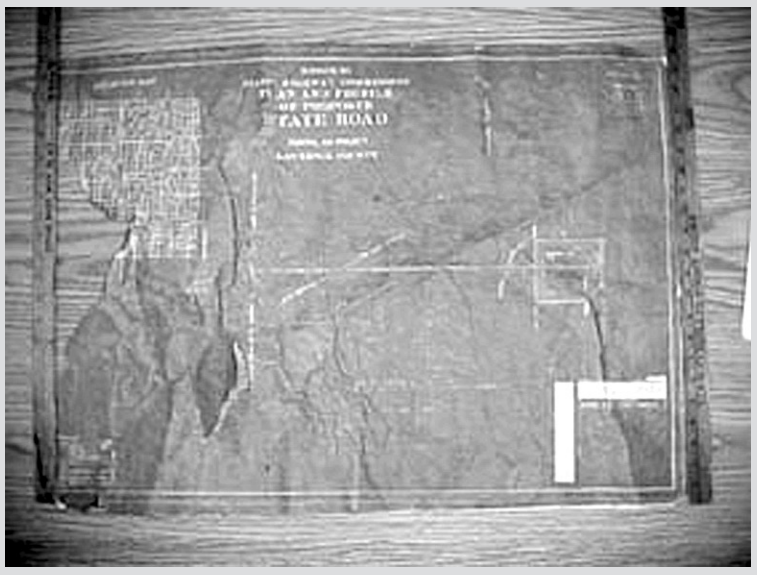
Tornado season 2006 roared into District 7 on Sunday, March 12. Tornadoes touched down in the district's northern and southern counties, and high winds and hail hit the rest of the district.

Maintenance Superintendent Don Boultinghouse lost his house and barn in the El Dorado Springs area. Mt. Vernon mechanic Tony Phillips lost his father-in-law to storm-related injuries, and Nevada Senior Construction Inspector Bart Harper's parents' house was destroyed. Numerous others, like Senior Highway Designer Darin Hamelink, reported less severe damage to their homes and property.

Hamelink's home near Aurora dodged the bullet with hail damage to the siding, eaves and roof, but he wasn't so lucky in 2003 when his house was destroyed during the May 4 tornadoes. His neighbor's house was also destroyed in the 2003 tornadoes, and like Hamelink, he rebuilt. But unlike Hamelink, he lost his house again in March. Hamelink's neighbor said he "rebuilt once in the same spot, but not again." The neighbor is moving.

"We got really lucky this time," Hamelink said.

In a strange twist of fate, the tornado that struck near Aurora in March followed the same path down ZZ Highway as the 2003 tornado that wiped out the Aurora maintenance building. A week after the 2003 tornado, the cover sheet from the 1961 design plans for the construction of ZZ Highway was found in Springfield's main post office parking lot. The plans were stored in the Aurora maintenance building.



This 1961 plan sheet was carried down ZZ Highway when the 2003 tornado hit ZZ Highway. The tornado on March 12 traveled down the same path.

The pictures below are all that is left of Don Boultinghouse's El Dorado Springs home and farm.

El Dorado Springs Sun

El Dorado Springs Sun

El Dorado Springs Sun

for more info

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Roundabout Landscaping Completed

by Wendy Brunner-Lewis

The Carthage roundabout, built in 2003, now serves as a point of welcome to visitors.

The center of the first MoDOT-built roundabout in southwest Missouri is now landscaped. Members of the Dogwood and Mimosa garden clubs spent two years raising money for the beautification project, which was finished in mid-March. Construction of the roundabout was completed in 2003.

The center island of the roundabout features lighted flag poles, brick flower beds, a sprinkler system and a "Welcome to Carthage" marble monument.

The design had to meet MoDOT requirements that sight distance across the center not be restricted, and anything placed in the center must break away easily if hit by a vehicle.

D8

Springfield Area

Bob Edwards

Clearing tornado debris along Route P north of Clever are, from left, Clever Intermediate Crew Worker Darrin Carroll, Ozark Crew Worker Chris Plaster (in loader) and Clever Maintenance Supervisor Jim Jewsbury.

Response is Quick After Tornadoes Hit

by Bob Edwards and Angela Eden

Maintenance crews from at least 13 shops in District 8 helped with road-clearing and traffic control the night of March 12 when tornadoes and severe storms ravaged southwest Missouri.

Hardest hit was Christian County near Nixa and Clever, including areas shredded by a tornado in May 2003. Damage also occurred in Webster, Wright, Hickory and Laclede counties.

An immediate concern that night was electric lines blown onto many roads.

"I put cones up everywhere there were power lines down," said Clever Maintenance Supervisor Jim Jewsbury. He was careful to avoid contact himself in the places where he set cones on Route ZZ and Route P.

Jewsbury and his crew also put up electronic message boards and barricades to alert drivers to the blocked roads.

Tree branches and debris were so thick on some roads that crew workers could only push them off the pavement.

"We used dozers in some areas to clean up the mess," said Marshfield Maintenance Supervisor Ward Jones. Most of that work was needed on Route 38 east of Route C north of Seymour.

In the midst of opening debris-strewn highways, a culvert had to be unclogged at a low-water crossing, said Manes Maintenance Supervisor Randy Wade. Elk Creek south of Competition had begun to flood across Route Z.

Many crew workers who went out Sunday night stayed on the job through the night and all day Monday.

Crews continued picking up debris from the roadsides the rest of the week, working with property owners who wanted to sift through debris looking for personal belongings.

Roadside Maintenance crews, with inmate labor, spent many days chipping limbs and brush that had been piled up. Damaged signs were replaced.

Shops involved in storm response and cleanup were Clever, Ozark, Galena, Manes, Hartville, Nebo, Drew, Marshfield, Mountain Grove, Mansfield, Seymour, Preston and Wheatland.

Mansfield's Paul Cox Retires

by Angela Eden

Service: 15 years
(Hired July 1, 1991)

Career: Crew worker, Mansfield; reached senior crew worker, 2000

Memorable Work: Serving home community with patching, mowing, clearing rock from Route 60 ditches

Changes: Increased traffic

Quote: "I'll miss my co-workers the most when I leave."

Post-MoDOT Plans: Spending more time with his wife, Phyllis; fishing "every chance I get"

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D8 at Work

Building concrete islands at intersections along Route 32 through the square in Bolivar (top photo) are Senior Crew Worker Scott Austin, left, and Maintenance Specialist Darrel Peebles of Bolivar Maintenance.

Plowing snow on Route 76 west of Vanzant (middle right photo) is Drury Senior Crew Worker Rick Allen.

Patching shoulders ahead of a Smooth Roads Initiative project on Route 60 east of Springfield (bottom right photo) are Seasonal Crew Worker Keith Chandler, left, and Senior Crew Worker Doug Durham of Springfield Maintenance.

Bob Edwards

New Assistant DE Looks Forward To I-44/65 Work and Planning Role

by Bob Edwards

Keeping tabs on the reconstruction of the I-44/Route 65 interchange in Springfield is one of many challenges facing D8's newest assistant district engineer, Andy Mueller.

Mueller

"This is the first project of its kind that we've ever built in our district as far as a directional interchange," said Mueller. Construction and Materials, Right-of-Way, Design, Planning and Information Systems will be Mueller's responsibility to oversee.

Mueller, who started in his new position March 1, replaces Becky Baltz, named district engineer in D7/Joplin in January.

District Engineer Dale Ricks said he had several well-qualified candidates for assistant district engineer, and it was a tough decision to choose one.

As for Mueller, Ricks said, "I look forward to working with him."

Education

- 1991 – Civil engineering, UM-Rolla;
- 1995 – Professional Engineer

Experience

- 1991-97 – Construction inspector, D10/Sikeston
- 1997 – Resident engineer, Mexico, D3/Hannibal
- 1997 – Bridge inspector, D7/Joplin
- 1999 – Southern area engineer, Branson, D8
- 2003 – Operations engineer/materials-construction, Springfield, D8

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D9
SouthCentral

District 9 Pilots New Flagging System

A new kind of flagger can be seen in select work zones throughout MoDOT's South Central District. The IntelliStrobe auto flagging system was first introduced in the district as a pilot in early fall 2005. This frees up a worker previously needed for flagging traffic so he or she can assist with the roadwork, thereby shortening the amount of time traffic is impacted.

According to Technical Support Engineer Scott Stotlemeyer, MoDOT has been experimenting with auto flagging systems for the last four to five years. "The safety aspect was an important factor in investigating auto flagging systems," he said. "It prevents putting flag people in the position of interfacing directly with traffic."

Other devices MoDOT has tested have been similar, but the IntelliStrobe has unique features. Those features include: red and yellow LED signal lights; two, remotely controlled units, which allow one operator to stand in the middle of the work zone and monitor traffic on both ends; and a danger alert system that uses pneumatic safety hoses across both lanes. The danger alert system can function automatically through the use of pneumatic safety hoses across travel lanes or manually when controlled by the operator.

"Motorists who maneuver around the bar must drive over tubes which sound a siren, giving workers time to move out of the work zone and harm's way."

Scott Stotlemeyer, technical support engineer

"A flashing caution light becomes constant before switching to red. Once the red light illuminates, an arm lowers to prevent traffic from traveling through," Stotlemeyer said.

The device lies somewhere between a flag person and a temporary traffic signal, Stotlemeyer explained. "They work best in short work zones and have proven highly effective and cost efficient."

South Central District Maintenance Superintendent Dan Sherbo said his workers are positive about the device. "My crew loves it," he said. "One flag person can control both ends of the work zone and can trade off with another worker simply by handing off the controller."

Assistant Concrete Crew Supervisor Lloyd Crewse appreciates the increased safety the system brings to the work zone. "When motorists ignore the device and enter the work zone, our control operator can sound the alarm, and everyone will be alerted to danger," he said.

Let The Drilling Begin

Work is underway to complete the "59-mile gap" on Route 60. This final remaining section of road, extending from Willow Springs to Van Buren will be transformed into a four-lane facility upon completion at the end of 2009.

The construction for the Current River Bridge in Van Buren (a section of the Route 60 corridor) kicked off on March 1 when the subcontractor Hayes Drilling, began drilling the pillar shafts, shown at right.

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D10 Southeast

District Working Hard to Finalize SRI Prep Work

Maintenance workers from the north area provide assistance to the east area team by replacing concrete along I-55 in Cape Girardeau County in early March.

More than 10,000 concrete replacement sections later, the Southeast District is all but finished with the prep work needed in advance of the remaining SRI contractors moving into the area and starting work.

"Although we were one of the first districts to have some of our Smooth Roads Initiative contracts awarded, the bulk of our contractor work will take place this year," District Engineer Mark Shelton said. "I commend our entire district, especially our maintenance crews and special crews, for the time and dedication they have devoted to this prep-work process."

Southeast District employees have completed more SRI prep work than any district in the state.

Many of the four areas within the district have shared equipment and expertise during the 16-month process preparing for the contractors.

"We have had to do a lot of shuffling of the tools and talents necessary to complete this monumental task, and I appreciate everyone's cooperation," Shelton said.

Saws, trucks and crew workers have been shared between the four areas to improve 239 miles of pavement to a condition favorable for the contractors to perform the final treatment.

"We have a busy construction season ahead of us. After this short-term inconvenience, southeast Missourians will experience major benefits in the quality of their drive," said Shelton.

Diamond grinding and the under sealing process have been under way along Interstate 55 through much of last year and since early 2006.

Several contracts still need to be completed along I-55, Interstate 57 and some high-volume business routes throughout the district.

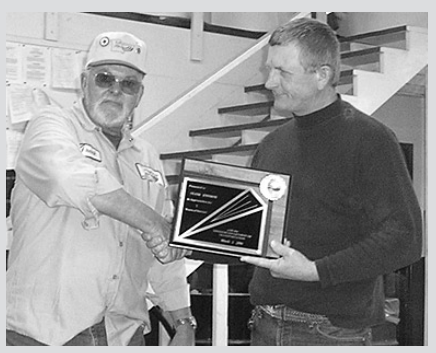
The business routes include Route K (William Street) in Cape Girardeau, Route 61 (Kingshighway) in Jackson and Cape Girardeau, Route K (Main Street) in Scott City, Route 62 (Malone Avenue) in Sikeston and Business Route 67 in Poplar Bluff.

North area crew workers in action smoothing a new concrete patch on I-55.

Recent Retirements

Transportation Project Designer Scott Perry (left) congratulates Ed Speakman on his retirement.

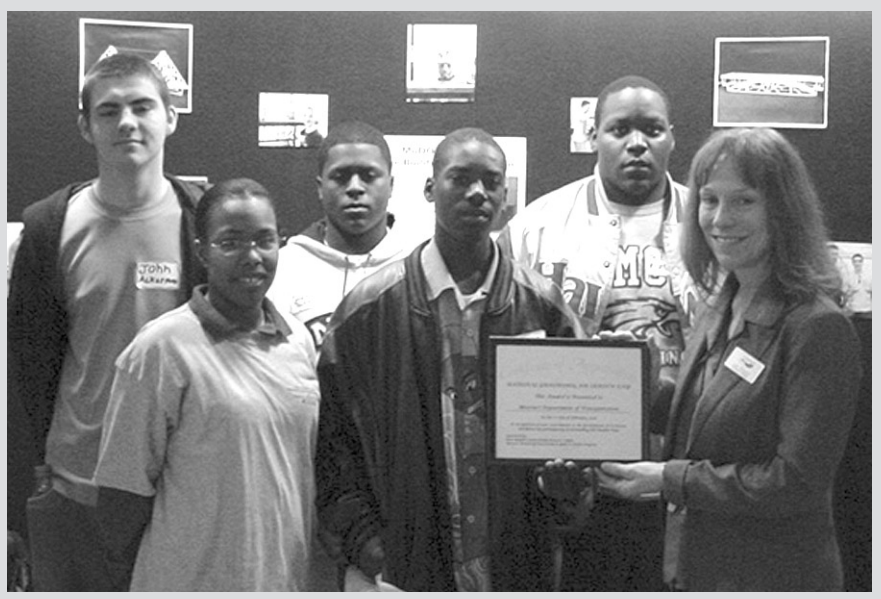
Senior Design Technician Ed Speakman retired March 1 with nearly 14 years of service. Speakman spent his career in the Design and Construction divisions.



Maintenance Superintendent David Kitchens (right) congratulates Frank Johnson on his retirement.

Crew Worker Frank Johnson, Hayti maintenance, retired March 1 after almost seven years with MoDOT. Maintenance was Johnson's focus while with the department.

Job Shadowing



Students from New Madrid County Central and Portageville High School spent some time learning about careers at the district office during the New Madrid County Family Resource Center's Job Shadowing Day. Senior Human Resource Specialist Lisa Kenley accepts a certificate of appreciation from the students. The students visited several departments as part of the job shadowing experience including Traffic, Materials, Design, Surveying and Information Systems. Thanks to all district employees who assisted with this project.

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Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Overtime Work Up 30 Percent

by Jeff Briggs

Did last year seem busier to you? Well, you're not alone – many of us put in lots of overtime in 2005. In fact, the statistics show that overtime hours increased a whopping 30 percent from 2004 to 2005. The average MoDOT worker put in 78 hours of overtime last year – that's up from 60 in 2004.

"The Smooth Roads Initiative has kept all of us very busy, and these overtime statistics reflect that," said System Management Director Don Hillis. "We had to get lots of roads prepared for contract work, and we knew we were on an accelerated schedule to get everything done in three years."

On average, MoDOT employees put in 78 hours of overtime last year.

By everything, Hillis meant bringing the state's 2,200 most heavily traveled miles of highway up to good condition. And recently we've accepted the governor's challenge to complete the initiative in two years - rather than three - meaning it will have to be done by the end of this year.

Maintenance workers logged most of the overtime increases, along with technicians and inspectors. Designers and traffic engineers also put in many more hours in 2005.

District 7 had the biggest jump in overtime hours, with an 81 percent increase in 2005.

The increased workload was also reflected in seasonal employees. MoDOT hires 600-700 in a typical year, but that number jumped to 951 last year.

Don't expect things to get back to normal this year.

"With the Smooth Roads Initiative deadline coming up, 2006 will be another extremely busy year for us, and we'll be asking our employees to continue their great efforts, which I'm sure will include overtime," Hillis said.

Kudos

"I'd just like to say a big THANK YOU to our MODOT workers! Over the past weekend, I was in Ft. Smith, AR and had to get home using their I-540 route. Due to 7 inches of snow and some ice, their roads were terrible! Travel conditions were unbelievable. The only time I have ever seen I-44 that bad was after a 20-inch snow storm. Within 5 miles of crossing the MO/AR border, the roads were clear! We passed more MODOT trucks between Anderson and Joplin than we passed the entire trip from Fort Smith to the AR state line. It has truly made our family appreciate the hard work MODOT does! Thank you!

Chris & Nettie Beard (in an e-mail dated Feb. 21)

ARAN: A Diamond in the Rough - Literally

by Rachel Van Tuyl

It may look like a tricked out yellow ambulance, but in reality MoDOT's Automatic Road Analyzer (ARAN) van is a useful tool in collecting data on Missouri's roads.

"Driving down the road we are able to determine the smoothness of the pavement, the rutting of the pavement, if applicable, and the geometry of the road, specifically, the grade, cross fall, and vertical and horizontal curvatures," said Jay Whaley, transportation data systems coordinator.

ARAN vans have been in use in Missouri since 1988. Prior to the purchase of the current van in 2002, ARAN teams collected an average of 14,000 miles worth of data on Missouri roads each year. In 2005, the ARAN team of Pat Kennedy, Todd Schneider, Kevin Haslag and Field Crew Leader Gene Nichols collected a record-setting 25,000 miles worth of data, despite the fact that the van must be driven more than 10 mph slower than previous vans. Before this record, data was collected on an average of 21,000 miles.

The current ARAN van includes a number of features that help collect valuable information. Among these are three digital cameras found on the front of the van that take pictures every 21.12 feet. Two more digital cameras take pictures of the pavement at an average of 16 frames per second. A bar using 31 ultrasonic sensors detects ruts in the road. The Position and Orientation for Land Vehicles unit combines data from gyros and accelerometers with the Geographic Positioning System and a Distance Measurement Instrument making it possible to derive the exact position of points on the road surface.

In addition, as many as six video cameras can be trained on the front, sides or back of the road to create a video record of the trip. Using the video, pavement condition can be visually checked from the office.

Data and images collected with the current van have been placed on the

MoDOT's ARAN vehicle captures how smooth the road is.

MoDOT network and are available to anyone who has TMS installed on their computer. Users can then familiarize themselves with locations, alignments and conditions from the safety of their desks.

Information collected by the ARAN van has a wide variety of uses. According to Whaley, one of the largest data users is the Chief Counsel's office, which uses the information collected by ARAN as evidence in legal cases.

"No one can say for certain how much the ARAN video has benefited MoDOT, but I recall my predecessor Jim Smith saying that a few months after the purchase of the first ARAN, MoDOT won a suit where our evidence was based almost entirely on ARAN video," Whaley said. "The amount of the suit was more than the purchase price of the ARAN."